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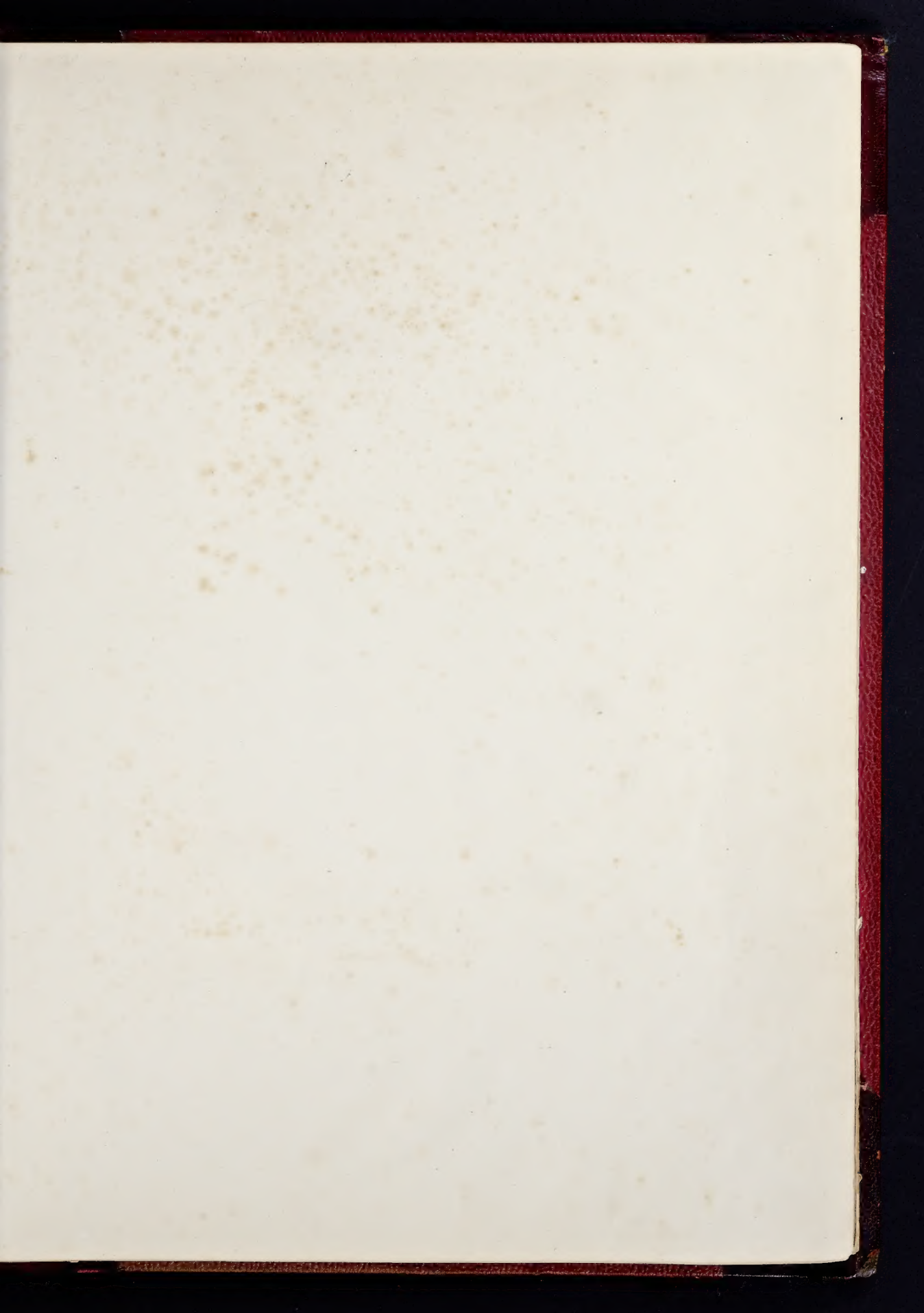
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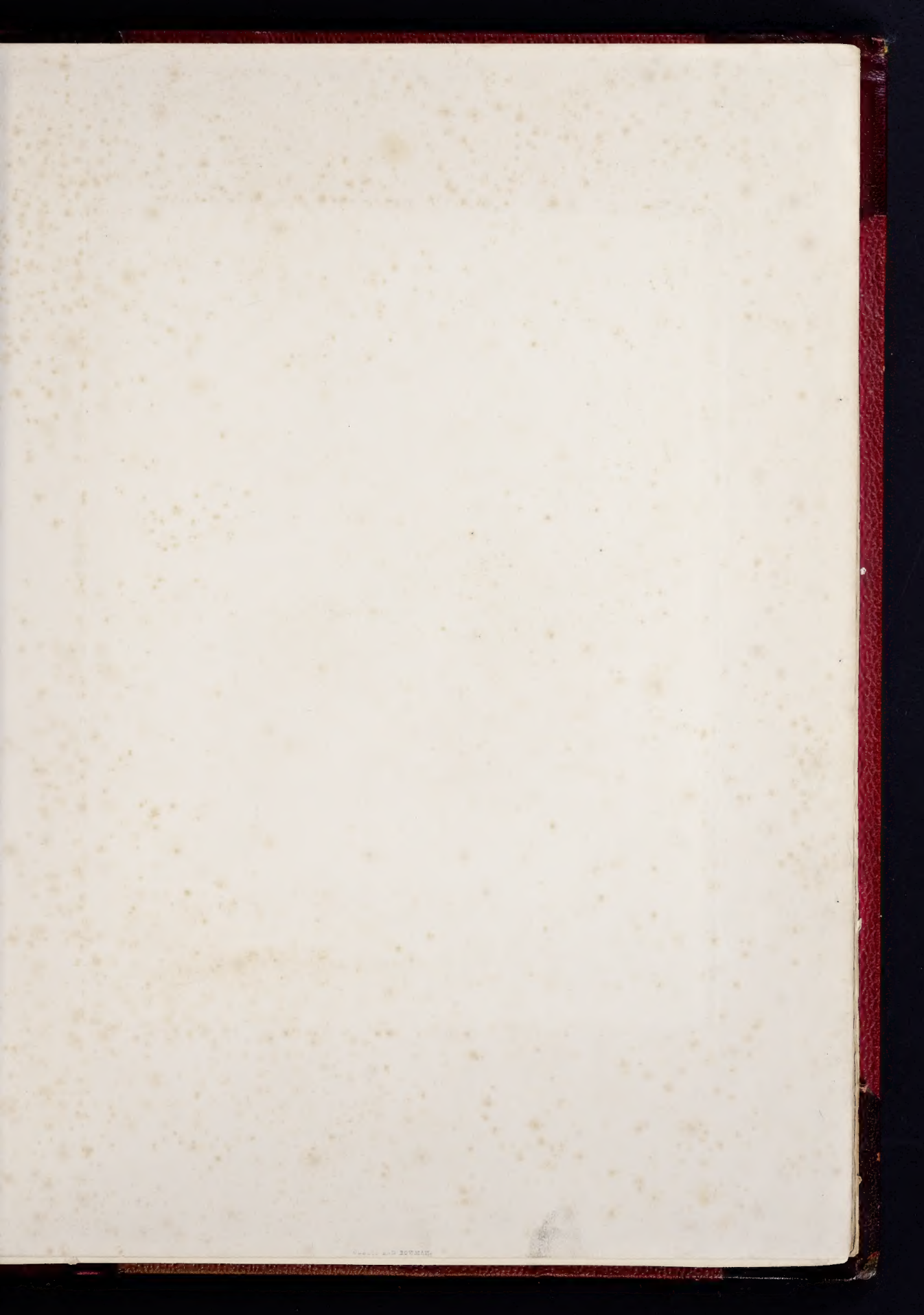
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One of the most attractive series of railway views.









V I E W S
ON THE
NEWCASTLE AND CARLISLE
RAILWAY,

FROM DRAWINGS BY J. W. CARMICHAEL,

WITH

DESCRIPTIONS BY J. BLACKMORE,

ENGINEER TO THE COMPANY.

NEWCASTLE:

CURRIE AND BOWMAN, 33, COLLINGWOOD STREET;
HUDSON SCOTT, AND THURNHAM, CARLISLE; C. TILT, LONDON.

1839.

THE

AMERICAN

REVIEW

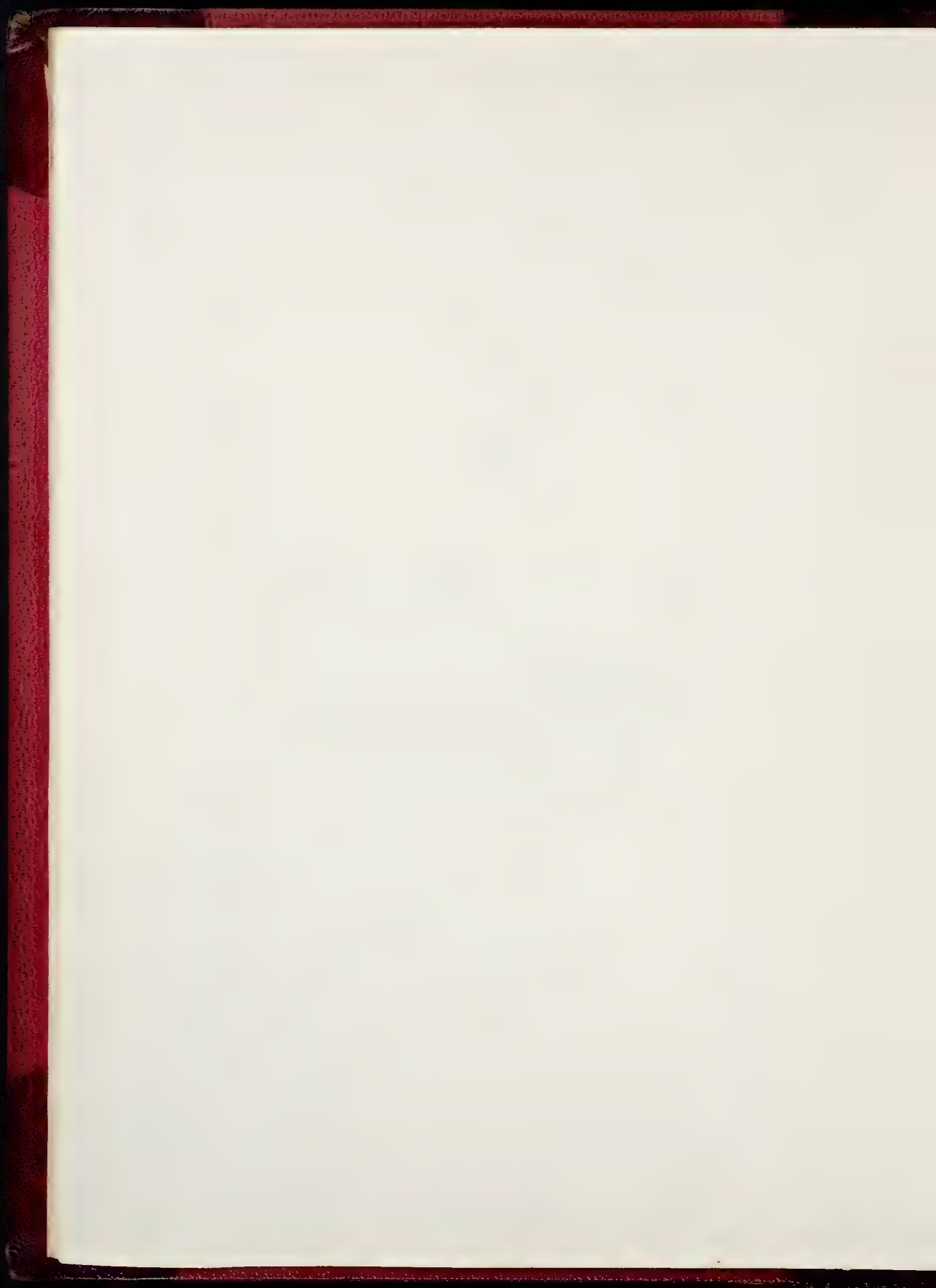
OF



TO THE
CHAIRMAN AND DIRECTORS
OF THE
NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY COMPANY,
TO WHOM
THE PROPRIETORS AND THE PUBLIC
ARE MUCH INDEBTED FOR THEIR ZEAL AND PERSEVERANCE IN FORWARDING THAT GREAT NATIONAL
AND LOCAL OBJECT,
THE FOLLOWING VIEWS
CONNECTED WITH THE SCENES OF THEIR LABOURS,
AND UNDERTAKEN AT THEIR SUGGESTION,
ARE WITH PERMISSION RESPECTFULLY DEDICATED,
BY THEIR MUCH OBLIGED
AND OBEDIENT SERVANT,

JOHN BLACKMORE.

Newcastle-on-Tyne, January, 1837.



ADDRESS.

THE following Engravings will it is hoped exhibit tolerably correct views of the delightfully varied scenery and interesting Country through which the NEWCASTLE-UPON-TYNE and CARLISLE RAILWAY passes, and at the same time convey some idea of the magnitude of the Works incurred in the construction of the Railway, particularly of those parts, a sight of which cannot be very readily obtained by the *Locomotive Traveller*. The advantages of the above, and of Railways in general are now so fully appreciated as to render any new facts that can be adduced in their favour almost needless and uninteresting to the Public in general. It has therefore been considered unnecessary to accompany these views with copious descriptions of the Railway or their Localities until the completion of the works, when notices of a Statistical and Historical nature relating to the Junction of the East and West Coasts, via, Newcastle and Carlisle can be appended to the series of views for the information of those who may feel interested in obtaining them. Suffice it for the present to say that the satisfactory results obtained since the opening of those parts of the Railway already made exceed the expectations of the most sanguine and render certain its ultimate success.







NEWCASTLE-ON-TYNE.

THE portion of Railway represented in the foreground of this view is on the south side of the Tyne, and is a branch from the Newcastle and Carlisle Railway of about $3\frac{1}{2}$ miles in length. It departs from the main line at Blaydon, and terminates at Redheugh Quay, where it is joined by the Brandling Junction Railway, which after passing through Gateshead, will communicate with South Shields and Sunderland.

This branch will be used principally for the conveyance of Coals from the Collieries, west of Newcastle, on the south side of the Tyne.







NEWCASTLE-ON-TYNE,
FROM REDHEUGH STATION.

This view is taken from Redheugh on the south bank of the Tyne, immediately above one of the Depots of the Newcastle and Carlisle Railway, and where it unites with the Brandling Junction Railway, which communicates with Gateshead, South Shields, and Sunderland. Railway Passengers are at present conveyed to and from Newcastle by Steam Boats to a station near the bridge, on the opposite shore to this Depot; but this mode of transit is only a temporary expedient, and will be unnecessary when the station, which is now in the course of formation to the west of the Infirmary at Newcastle, is completed, to reach which the Tyne will be crossed by bridge at Scotswood, as represented in the following view.

A view of Newcastle in some respects similar to the present one, but taken at a greater distance, was given in a former plate; after various attempts to obtain a different view, it was found that none presented so good an outline of the characteristic features of the town as the view from Redheugh.

To the left in the view is the Infirmary; next, St. Nicholas Church, so justly celebrated for the beauty of its spire; the Castle from which the town is supposed to have derived its name; the Moot Hall or County Courts; All Saints Church; the Tyne Bridge, and part of Gateshead, are all seen to great advantage.





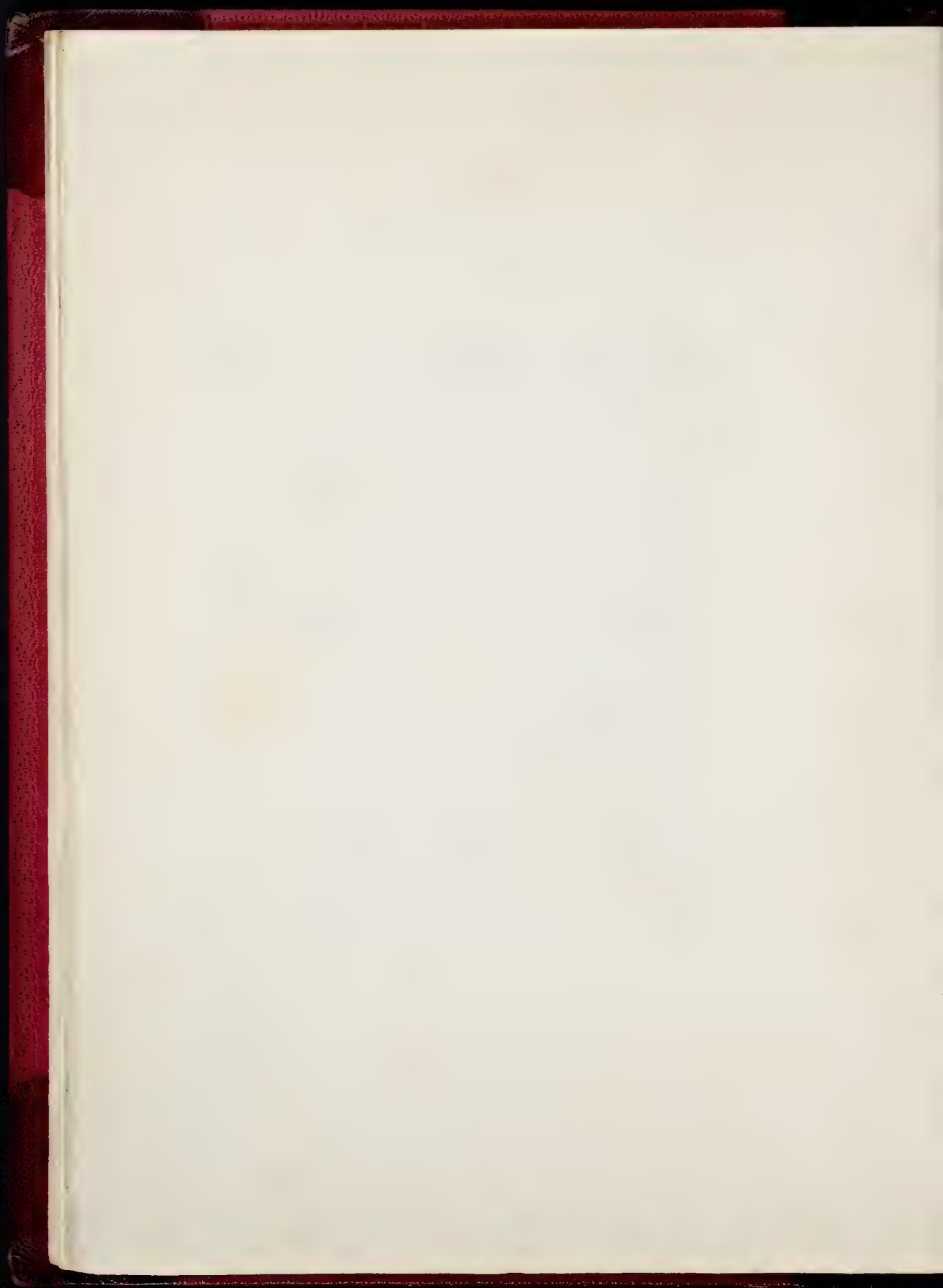


SCOTSWOOD BRIDGE,

LOOKING EAST.

The main line of Railway to Newcastle will cross the River Tyne at Scotswood, about 3½ miles from Newcastle. The bridge consists of eleven openings or arches, of 60 feet span each, and in height about 30 feet above low water mark. This line of Railway will lead to a spacious Depot in Newcastle, now in the course of forming.

To the right in the view is the Scotswood Paper Mill, and in the back ground a suspension Bridge, erected for the purposes of the Turnpike Road.







THE RIVER-WALL AT WYLAM SCARS.

THE River Wall at Wylam Scars, on the south bank of the Tyne, 9 miles from Newcastle, is three quarters of a mile in length, and 26 feet in height from the low water level to the top of the Railway. It is built of rubble stone, quarried from the rocky scars above it. The River formerly flowed close up to the base of the Scars, which are about 80 feet in height above the Railway, and presented at one time, to all appearance, a formidable barrier to the formation of a roadway. To the left of the view, or on the north side of the Tyne, is Wylam Colliery, belonging to Christ. Blackett, Esqr., and Wylam Iron Works, lately established by the Messrs. Thompson. The Bridge in the distance was erected by subscription since the opening of this part of the Railway, for the purpose of affording a ready communication from the latter to the works above named, as well as for the accommodation of the public generally, it being suitable for the passage of every description of vehicle, as well as for Railway waggons. It consists of a Timber Roadway, with piers and abutments of stone, there are 9 openings of 40 feet span each.





PRUDHOE CASTLE AND OVINGHAM.

THE earliest possessors of Prudhoe Castle, on record, were the Umfranvilles who came to England with William the Conqueror, and whose descendants are so fully spoken of in the Histories of Northumberland; but it was doubtless a strong hold long before the time of the above, and is supposed by Camden to have been the Procolita of the Romans. It is also famed for the successful resistance made in the reign of Henry the Second, by its then possessors, against the incursions of William, King of Scotland.

The Castle, and the low ground or Haughs which intervene between it and the River Tyne, are the property of His Grace the Duke of Northumberland.

The Railway is here raised by an embankment about 1½ mile in length and averaging nine feet high above the level of the Haughs, which are bounded on the south by steep and well wooded banks.

Prudhoe Castle is about 10 miles west of Newcastle, and in the Parish of Ovingham, which extends to both sides of the River.

On the north bank is the pleasant village of Ovingham, in which the parish church is situate.

There is a ford and ferry boat here.







BYWELL.

The most prominent object in this view is the New Bridge of stone across the River Tyne, consisting of 5 arches of 45 feet span each, built at the expence of T. W. Beaumont, Esquire, the munificent proprietor of Bywell, who with that liberality for which he is so much distinguished, has declared his intention of allowing a free passage over it to the public; it will be of great use to the surrounding district as well as the county generally, as the only means of crossing at present with horses is by a ford above the dam, which is frequently impassable. A road is now forming from the south end of the bridge to lead to the Railway Depot at Stocksfield, and also to the Hexham Turnpike Road.

About 100 yards above the new bridge stood the remains of an ancient bridge. The portion left consisted of part of two piers, which were removed when the new bridge was commenced, as they caused an obstruction to the current of the river. There is no record of the date of the erection of this bridge. The superstructure is supposed to have been of timber.

To the west of the bridge is seen the old Baronial Castle of Bywell, and in the distance are seen the *Two Churches* and the Mansion House. There is so much variety and beauty in the scenery about Bywell, as to render it one of the most interesting points near the line of Railway.







DILSTON.

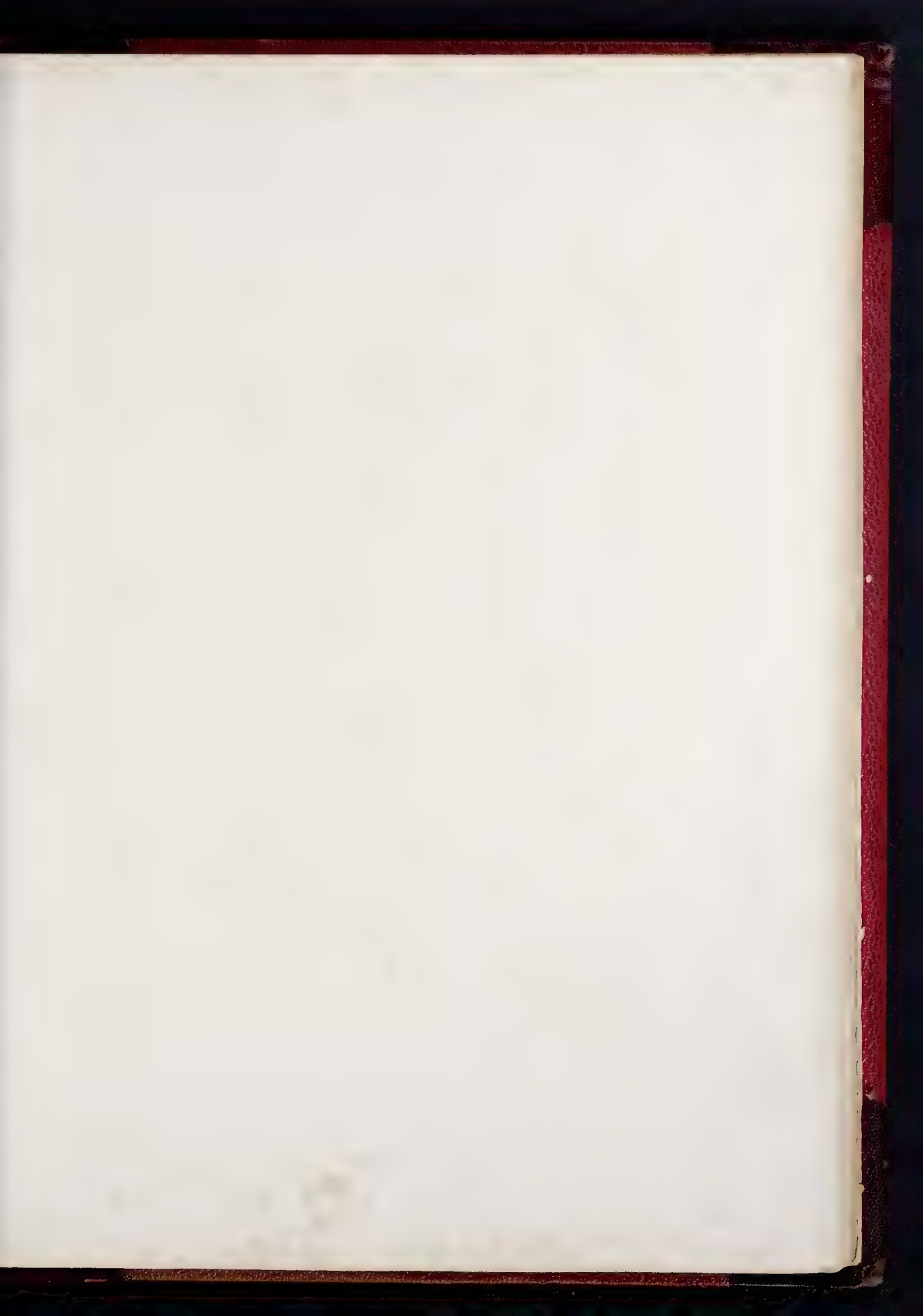
Dilston, formerly the seat of the Earl of Derwentwater, is the most beautiful situation on the whole of the confiscated estates of that unfortunate nobleman. The estates, as is well known, are now the property of Greenwich Hospital. The old Tower (as seen in the view) part of the Baronial seat of the *Devilstones*, still remains, but the mansion of the Derwentwater family, which stood in the midst of trees on the edge of the steep banks, has been entirely pulled down. A neat house, which has lately been built as a residence for the chief agent and receiver of the Hospital estates, now forms one of the most prominent objects of view from the Railway. In the distance is the ancient town Corbridge, and the old bridge over the Tyne, consisting of seven Arches. Dilston is about 3 miles east from Hexham.





THE DEPOT AT HEXHAM.

THE Depot at Hexham, 21 Miles from Newcastle, is on the North-East side of the Town between two roads leading from it to the Bridge over the Tyne from which it is distant about 100 yards. Its scite was Garden Ground belonging to T. W. Beaumont, Esq., Lord of the Manor of Hexham, and owner of Hexham Abbey, which as represented in the view stands to the south of the Abbey Church, or old Cathedral, the latter being at once the Ornament and boast of Hexham, and a most interesting object from the Antiquity of its structure and the number of historical recollections associated with it. Hexham has long been celebrated for its Gardens from which large quantities of Vegetables and Fruit are sent to Newcastle; and also for its Tanneries and Manufactories of Gloves, &c. Mackenzie in his History of Northumberland says "if it had the benefit of Water Carriage it is well situated for Trade;" this deficiency is now amply supplied by the Railway, which affords great facilities for the conveyance of Passengers, and the transport of all articles connected with Manufactures and Commerce, Cattle and Agricultural Produce.





WARDEN BRIDGE,

WARDEN BRIDGE is about two miles west of Hexham; it crosses the river in an oblique direction, and consists of five openings of fifty feet span each. The piers are of stone, and the superstructure or road-way of timber. By means of this Bridge the Railway is carried over the South Tyne about 250 yards above its confluence with the North Tyne.

The Suspension Bridge in the distance, built for the purposes of the turnpike road, is sometimes called the West Boat Bridge, after an old ferry, named "The West Boat," for which this bridge is a substitute.



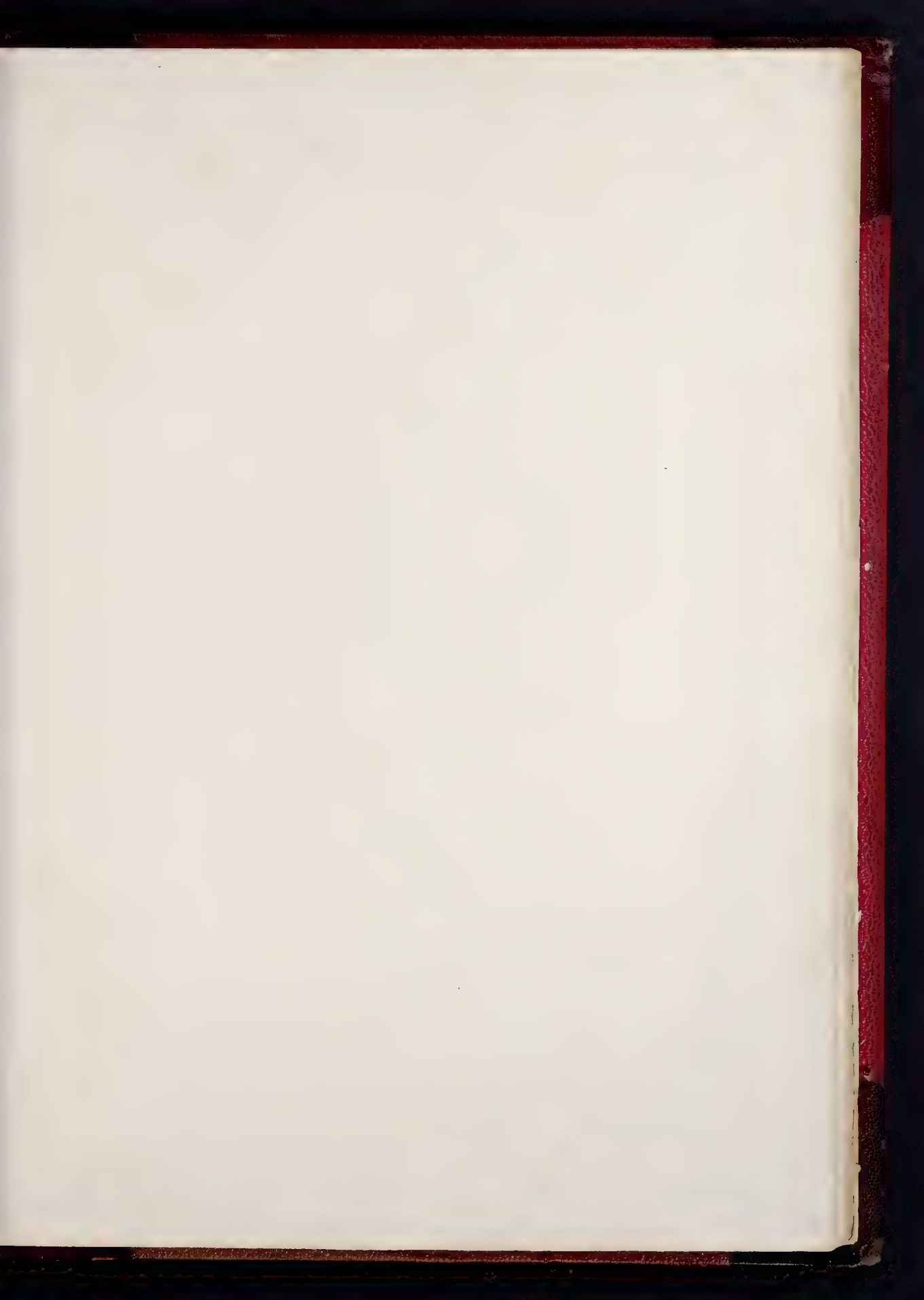


ALLERWASH, OR FOURSTONES.

This view is taken from the hill side, north of the engine used for pumping water from a Colliery in the Neighbourhood, and near which the Railway Company have made a station called Fourstones Station, it being the most convenient point for communicating with the north Tyne district. At Fourstones and Allerwash, about a mile to the west of it, are extensive Kilns for burning lime, the stone for which abounds in this neighbourhood and is of most excellent quality. Large quantities of lime and lime-stone are sent by the Railway from these points to various places between this and Newcastle, from which it is distant 24 miles.

This township takes its name from being bounded by Four Stones, supposed to have been set up for some religious purpose. It is all the property of Greenwich Hospital.







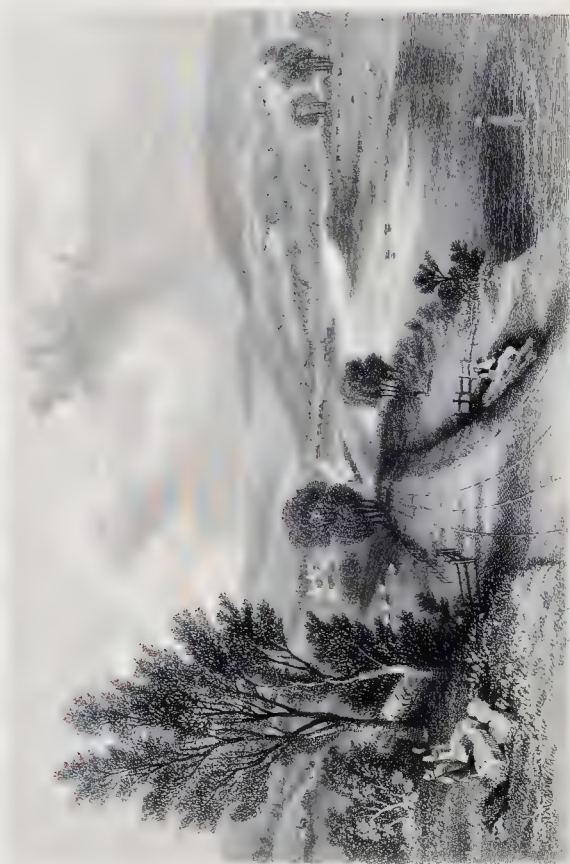
HAYDON BRIDGE.

At Haydon Bridge an extensive station has been formed by the Railway Company, as it is the most convenient point of communication with Alston and other lead mining districts. All the lead brought by carts from the Smelt Mills to be conveyed by the Railway to Newcastle, is deposited here, as also the various supplies for the use of the mines.

It is a remarkably pleasant and healthy situation. The villiage is divided into two portions by the Tyne, which is crossed by a bridge of six arches. On the south side is the principal Inn, and the Free Grammar School; the Chapel is on the north side. It is about 28 miles from Newcastle, and 32 from Carlisle. The greater part of the houses and land belong to Greenwich Hospital.







RIDLEY HALL,
FROM NEAR BARDON MILLS.

This view will convey some idea of the nature of the scenery, through which the railway passes, in its course along that part of the vale of the south Tyne extending for 7 miles west of Haydon bridge.

Ridley Hall stands on a beautifully wooded eminence, near to, and west of the junction of the river Allen with the Tyne. The prospect from the house is extremely fine in every direction: that from the south side of the house looking upon the rocky and precipitous banks of the Allen, well clothed with wood, is at once grand and romantic; in short a more delightful situation for a residence can scarcely be found.

Ridley Hall is now the seat of John Davidson, Esq.: it takes its name from the Ridleys of Willimoteswick, a castle now in ruins about $1\frac{1}{2}$ mile west of Ridley Hall, and on the same side of the Tyne, where the celebrated Bishop Ridley was born, about the commencement of the sixteenth century. Sir M. W. Ridley, Bart. of Blagdon, is a lineal descendant of the above family.

A little to the west of Ridley Hall on the right in the view, stands the ancient chapel of Bellingham, opposite to which, on the north side of the ruin, is the village of Bardon Mills, where the Railway Company have formed a station for the convenience of the district.





HALTWHISTLE.

LOOKING WEST.

The Railway, as represented in this view, passes over the low ground or haughs south of the town, and between it and the river Tyne, by an embankment about 1 mile in length and 16 feet high. On the right in the view is the *Castle Banks*, an eminence of an oval figure. The crown of the hill bears remains of a breastwork of earth, formed no doubt for purposes of defence : from it is obtained a fine view of the surrounding district. The Church is supposed to be very ancient a great part of it being in the Gothic style, and the town presents the remains of several turreted buildings used as places of security during the times of the Border Feuds. The parish of Haltwhistle is very extensive and comprehends a tract of country amounting nearly to 140 square miles.

There is abundance of Coal and Lime-stone of good quality near the town, which from the facilities of carriage afforded by the Railway, will no doubt be extensively worked. A handsome Station House has been erected here by the Railway Company, which is very convenient for the town and neighbourhood, as well as to the district on the south side of the river Tyne, being near to a wooden bridge built over it by subscription about 12 years ago. Haltwhistle is about 37 miles from Newcastle and 22 miles from Carlisle.

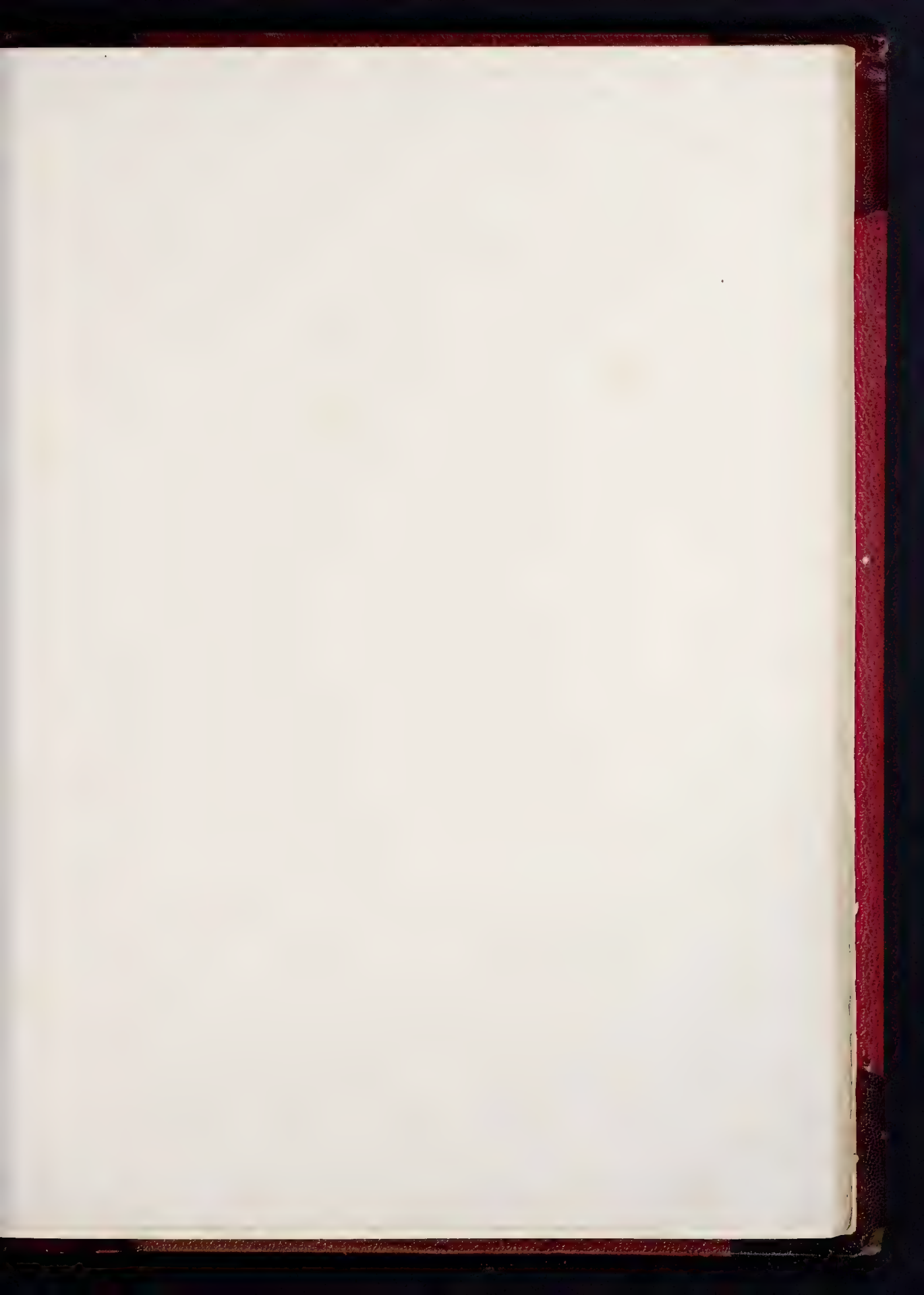




WEST END OF HALTWHISTLE TUNNEL.

This Tunnel is 200 yards long, running under the turnpike-road and through a hill, at a point called Whitechester. A little to the west of the tunnel, the Railway occupies part of the bed of the river Tyne, which was there filled up and an embankment formed, the south side of which, next the river, is protected by a facing of stone from the scouring of the floods. In order to divert the turnpike-road to the north of the Railway, a cutting through rock, 50 feet deep, was rendered necessary at this place.

On the south bank of the Tyne is seen Unthank Hall, now the seat of Dixon Dixon, Esq., by whom it has been lately purchased and much improved. It is most beautifully situated, and commands interesting views both up and down the river.

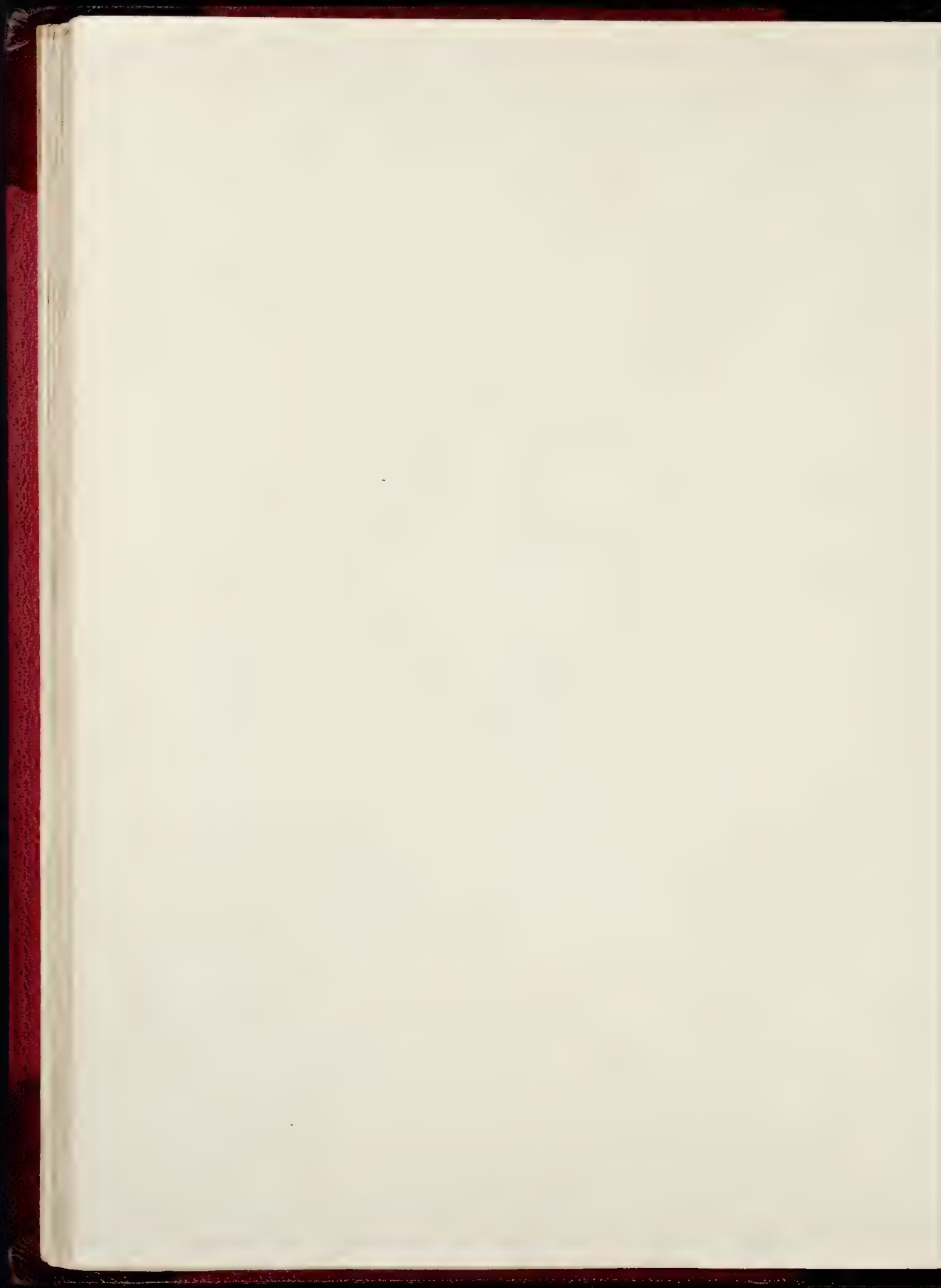




BLENKINSOPP HALL.

The seat of Hospitality and of Colonel John Blenkinsopp Coulson, is situated about three quarters of a mile north of the Railway. The grounds in front of the hall are laid out with great taste; they are bounded on the south by the river Tippal, which at this place runs nearly parallel with, and separates them from the Railway.

The first bridge in the view, is for the turnpike road, which has here been diverted from its original site, for the purposes of the Railway. The second is the Railway Bridge, through the arch of which, in the distance, is seen the old turnpike road bridge. From the hall looking southward is a view of Bellister Castle, now a mass of ruins, over-shadowed by some very fine sycamore trees. It was the seat of a younger branch of the Blenkinsopps. About a mile to the westward of the hall, on the south side of the railway, is an extensive Colliery, belonging to Colonel Coulson, but leased to a company of Gentlemen, under the title of the Blenkinsopp Coal Company. The coals from this Colliery are of a superior quality, and are conveyed in large quantities a distance of 20 miles by the Railway to Carlisle, for the supply of the town, and for shipment to various places on the west coast, and to several ports in Ireland. On a little eminence immediately south of the Colliery, is Blenkinsopp Castle, now much in ruins, but a part of it has been made habitable, and is occupied by an agent to the Colliery. It was the ancient seat of the Blenkinsopps, well known in former times by their border feuds. The stones of which it has been built, are supposed to have been removed from one of the Roman stations in the vicinity.

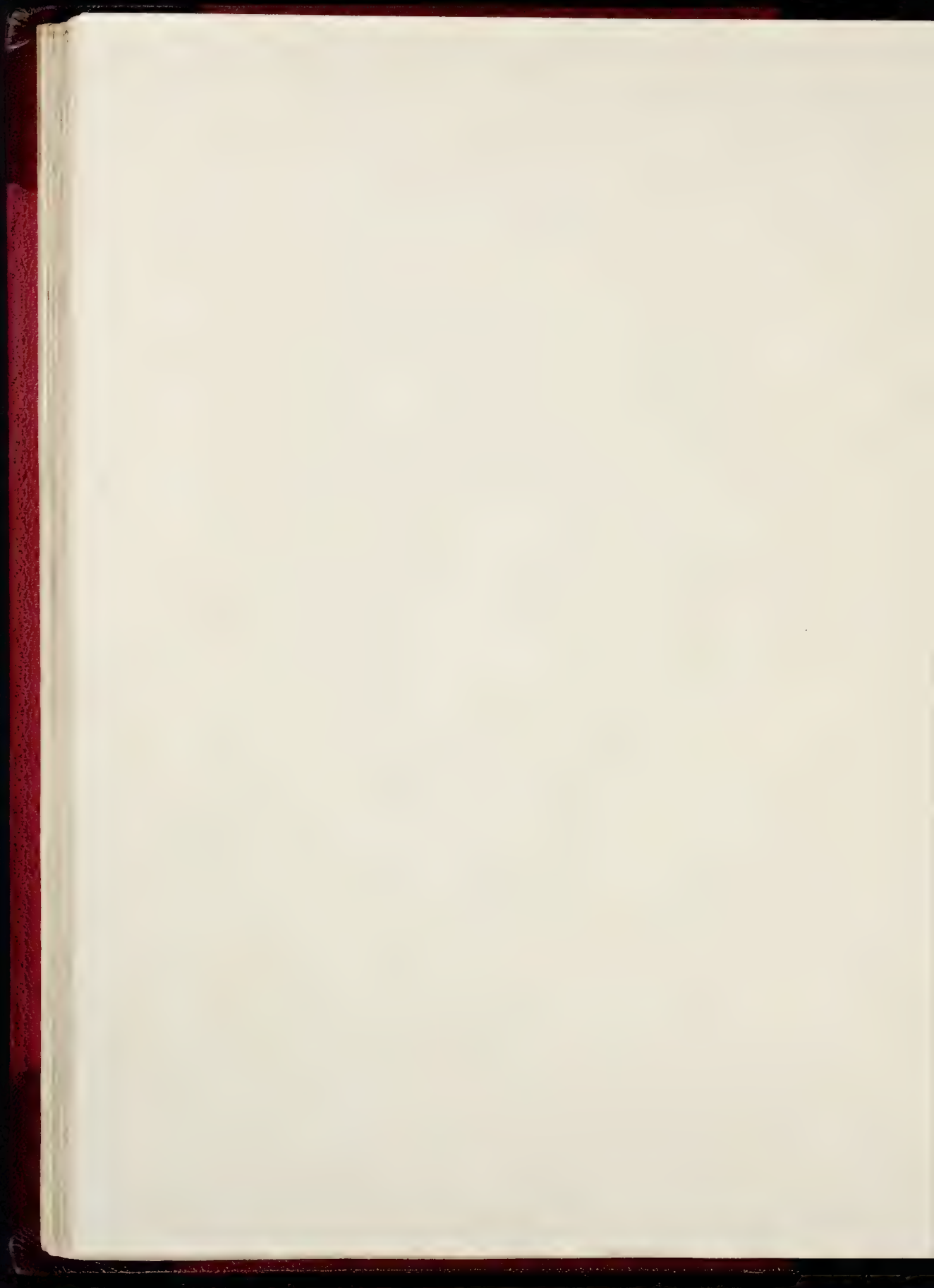






ROSE HILL. — GILSLAND.

Is situated near to, and on the eastern side of Poltross Burn, which divides the counties of Northumberland and Cumberland. The Railway Station House, on the right of the view, is in the former county, and is distant about 17 miles from Carlisle. The Bridge along which the Railway is carried over Poltross Burn, is 50 feet in height above the level of the water. About a furlong below this Bridge the burn joins the River Irthing. Close to the junction is a small house called Mumps Hall, to which Sir Walter Scott, in his novel of Guy Mannering, has given celebrity: the top of the house is seen in the left of the view. On the eminence above it, a little to the right, but on the north bank of the Irthing, is Orchard House; the seat of George Shadforth, Esq. On the west side of the steep and rocky banks of the Irthing, about 1½ mile to the north of the station-house, are the celebrated sulphur and chalybeate spas of Gilsland. The spacious hotel, sometimes called the Shaws, is most pleasantly situated on the top of a well-wooded bank, the wells or springs issue from the rocks immediately below the hotel, and pleasant walks are formed through the woods, leading to the springs, for the accommodation of the numerous visitors. From the salubrity of the air, the much esteemed medicinal properties of its waters, and the great picturesque beauty of its position, combined with the rapidity and ease afforded by the Railway, of communicating with distant places, Gilsland is becoming one of the most favourite inland resorts in the northern counties. To the admirers of antiquarian research its neighbourhood offers many interesting objects, being situated near the site of the Roman Wall. About 1½ to the westward is Burdoswald, a Roman station: at the same distance eastward stands the old border tower called Thirlwall Castle, a dark and melancholy fortress, now much in ruins. About a mile further to the east is the village of Glenwhelt, on the north-east side of which is the Roman station called Caervoran: the ramparts and ditch are still discernible.







HELL BECK EMBANKMENT.

THE Beck or rivulet called Hell Beck, flows through a deep ravine, the steep sides of which were at one time barren and dreary, but the scenery is now extremely beautiful, having been thickly planted with trees by the Earl of Carlisle, the noble owner of the Baronry of Gilsland, in which it is situate.

The Railway Embankment at this place is about 70 feet above the bed of the stream, which joins the River Gelt about half a mile below this point; near the junction is the "Old Quarry," on the rocks of which is the Roman inscription, mentioned in the notice of Gelt Bridge.

Hell Beck Embankment is 9½ miles east from Carlisle.





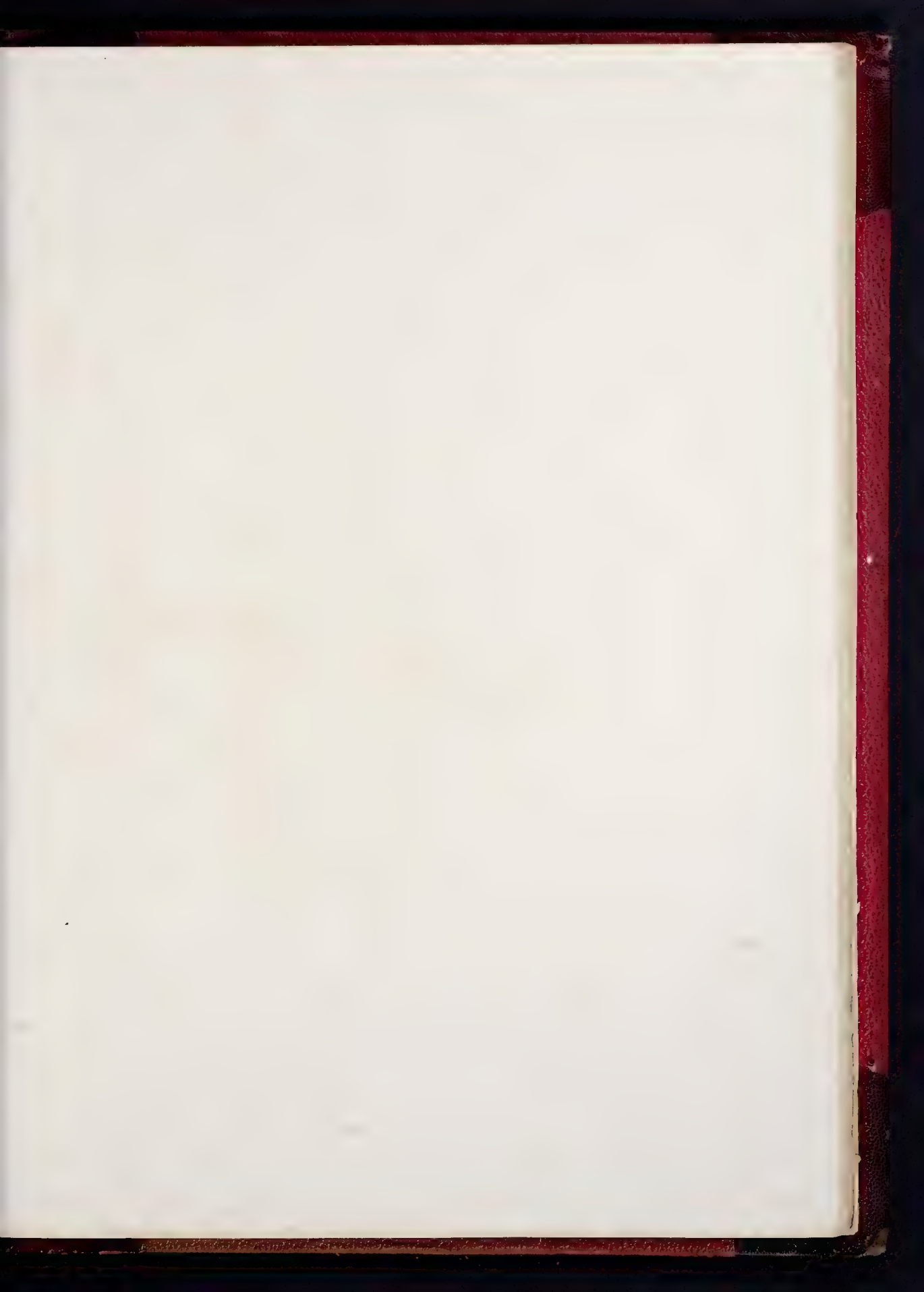


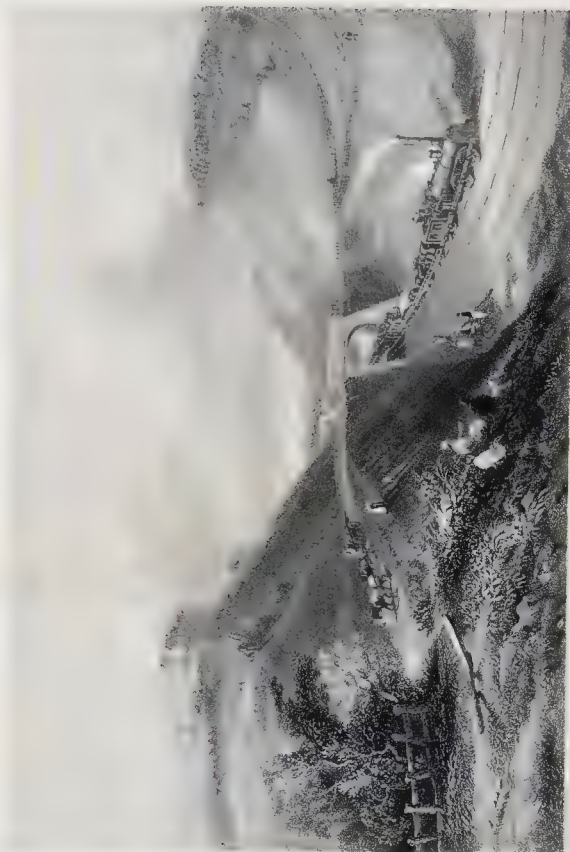
GELT BRIDGE.

THE Oblique Bridge over the River Gelt, Cumberland, is $8\frac{1}{2}$ miles east from Carlisle. It consists of 3 arches of 30 feet span each. The line of the face of the Bridge being 27 degrees from the right angle of the abutment. The centre arch is for the passage of the water, the side arches are for passing over two roads communicating with the old Bridge in the foreground. The Level of the Railway is about 56 feet above the road beneath it.

The Valley of the Gelt is thickly and beautifully wooded, and the bed of the River is composed of red sand stone, which in many parts rises in steep and almost perpendicular masses above it, on one of the latter, about $1\frac{1}{2}$ miles north of the Railway Bridge, is the Roman Inscription, well known to Antiquarians and others as "The Written Rock of Gelt."

It is in the domains of the Right Honourable the Earl of Carlisle, who is owner of the greater part of the lands on each side of the Gelt for some miles.





THE COWRAN CUT.

THIS Cutting is situated west of the River Gelt, about 8 miles from Carlisle. It is nearly a mile long. The deepest part is that which is walled at the foot of the slopes for a length of half a mile: this part is one hundred and ten feet in depth. The walls are fourteen feet high. A tunnel through this hill was at one time intended, but that idea was abandoned after a sufficient trial had been made, in consequence of the difficulties and expence likely to ensue from the strength of the springs, and the looseness of the sand of which the hill is chiefly composed.

At the time this cutting was completed, it was considered to be the largest that had been executed in England.







CORBY VIADUCT.

Is situated a little to the east of the Wetheral Bridge, and north of the village of Corby. It is composed of seven arches of forty feet span each, and about sixty feet high, crossing a valley on the estate of Henry Howard, Esquire, of Corby Castle, whose carriage road to it and the village of Corby passes under the centre arch.

The views from this Bridge are extremely rich and beautiful, although not possessing features of so much grandeur as those from the Wetheral Bridge,







WETHERAL BRIDGE.

WETHERAL BRIDGE consists of five semicircular arches of 80 feet span each; the height to the roadway is about 93 feet from the summer level of the river.

This bridge crosses the river Eden a little to the north of the villages of Wetheral and Corby, at the head of a fertile vale, (a commanding view of which is obtained from the bridge,) and where the rocky and steep, but well wooded banks of the Eden commence.

From the bridge looking south a most beautiful view is presented. On the right bank of the river is seen the village of Wetheral, the church, and the remains of Wetheral Priory; opposite are the towering woods of Corby, in the midst of which, on the top of the precipice, but scarcely seen through the luxuriant foliage, stands

"Corby's red castle bosom'd high
"In natures sylvan majesty;"

the grounds of which have been so long justly celebrated for their delightful walks and enchanting scenery.

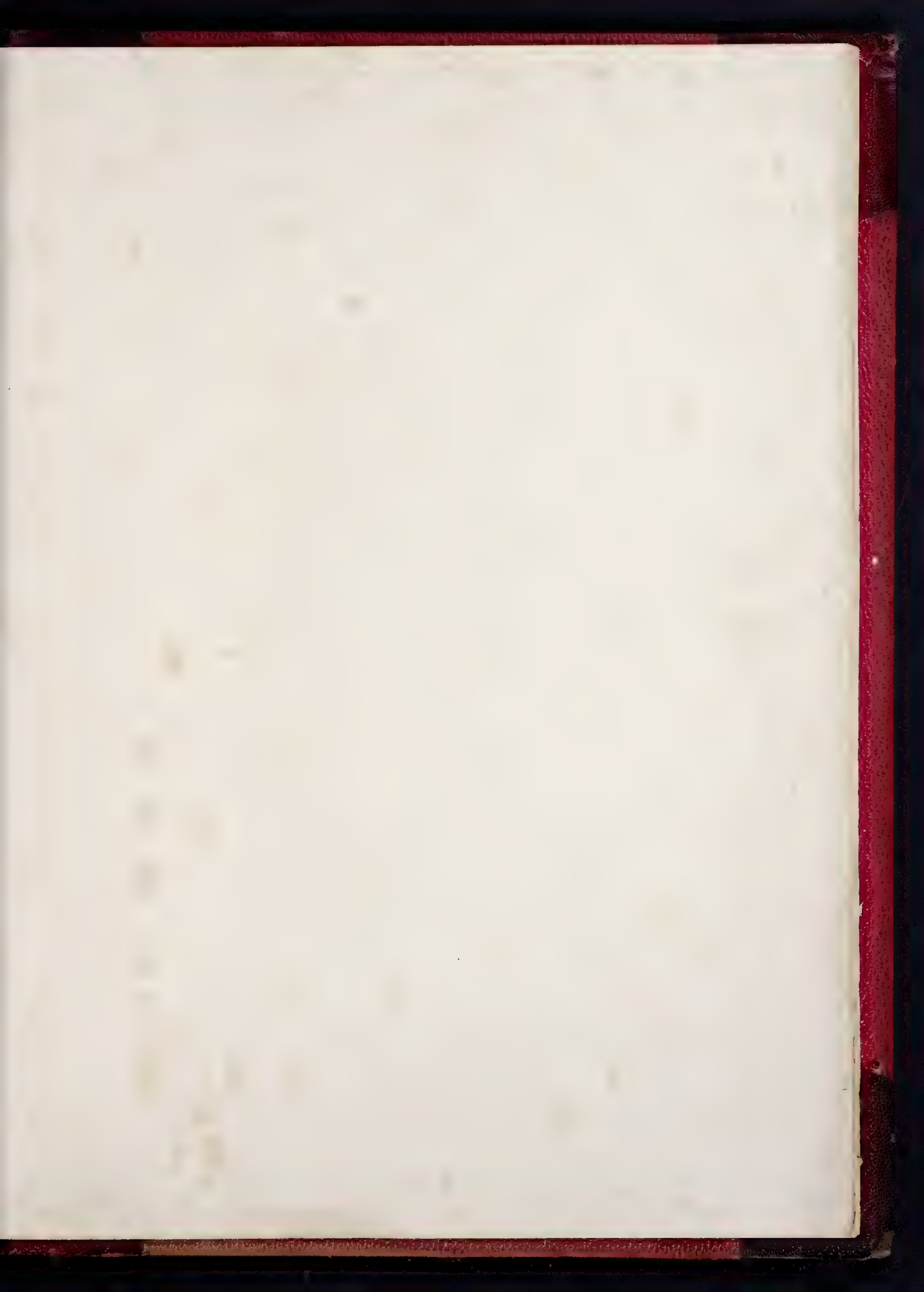




CARLISLE.

THIS view is taken from the South West side of the Town, and represents such of the objects of importance as can be seen from this part of the Railway, which is near where the continuation of the main line from the principal depot at the London Road to the Canal Basin crosses the valley of the River Caldew.

Carlisle has always been an object of interest with the traveller, from the beauty of the surrounding country, and the many venerable relics of antiquity, it contains. Scott says in his History of the Border Towers, "There are few cities in England which have been the scenes of more momentous events than Carlisle. During those years when the borders of the two countries were the theatre of the alternate triumph and defeat of both, it shared with suffering fidelity in the fierce contests of its warlike possessors; and even at a later period, when rebellion reared her bloody standard in the north. Carlisle was at once the witness of crime and the scene of its punishment." In modern times since law has held its mild dominion instead of the ferocious and turbulent supremacy of arms, Carlisle has fast risen into importance as a commercial and manufacturing town; to the increase of its prosperity nothing will more materially contribute than the formation of the Railway, which affords the means of an abundant and cheap supply of fuel, &c. Amongst the most recent buildings for manufacturing purposes, the splendid and capacious Cotton Mill erected by the Messrs. Dixon, (seen in the left of the view,) is the most deserving of notice. The chimney belonging to this building is about 300 feet in height.



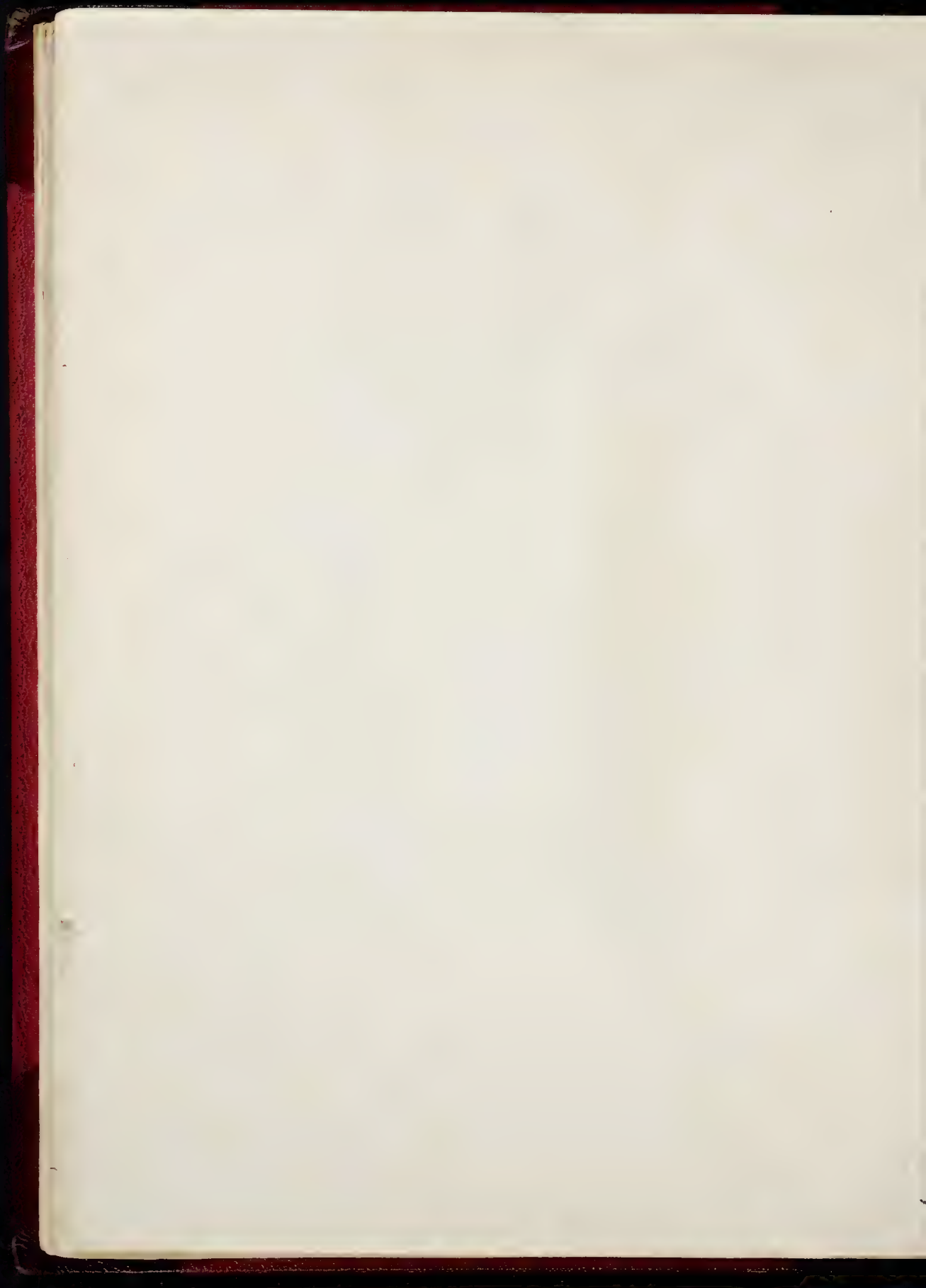


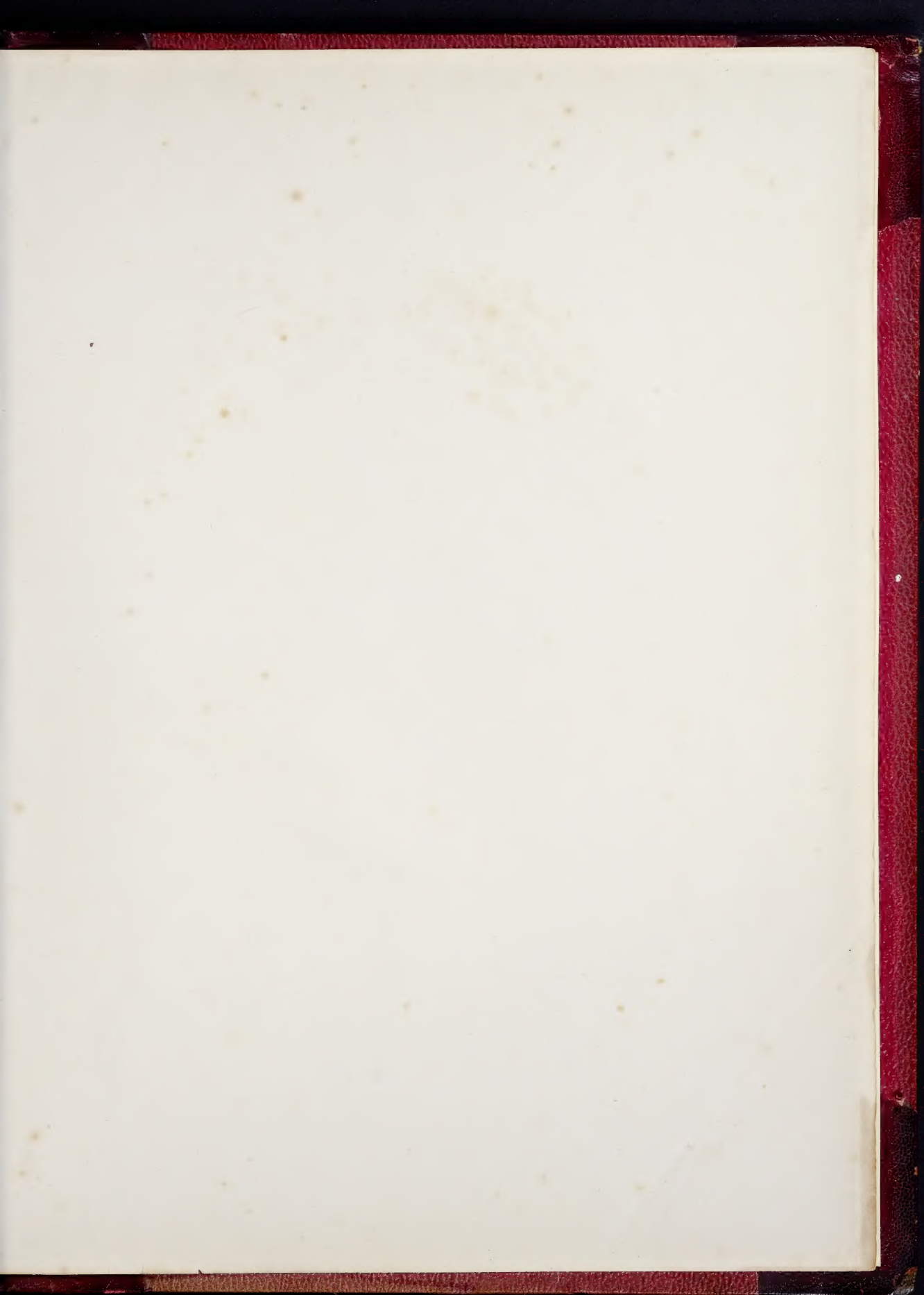
CARLISLE.
FROM THE NORTH EAST.

The previous view of Carlisle giving only an idea of the town with regard to its position from the Railway, it was thought desirable to present another from a point which commands a better view of its leading features.

To the right is the bridge over the river Eden, erected in 1812 from a design by Sir R. Smirke, above which is the Castle, part of which was built by William Rufus. The Cathedral, a venerable structure, stands nearly in the centre of this view, and to the left are seen the Jail and the County Courts, where the assizes are held twice a year.

Skiddaw, Saddleback, Helvellyn, and other lofty mountains of the lake district of Cumberland and Westmorland, rise in the distance. On the low ground on the south side of the river, called the Swifts, races are annually held.





1553-919



